



Safety Improvement Projects in Brookline

Street(s)	Description	Status 5/22/17
Greenough Street Tappan Street Davis Avenue	Brookline High School Traffic Calming Project: Designed to improve pedestrian safety in the vicinity of the High School, this project resulted in a new traffic flow pattern around the school, the daytime closure of Greenough Street in front of the High School, the installation of a speed hump on Davis Avenue, and the construction of a raised intersection with signage and bollards at Greenough Street/Tappan Street/Sumner Road.	Completed Fall 2000
Winchester Street	Winchester Street Traffic Calming Project: Designed to improve pedestrian safety in the vicinity of the new Senior Center, this project resulted in the construction on Winchester Street of a choker at the Brighton town line; a raised crosswalk in the vicinity of Winchester Path; a raised crosswalk at Williams Street; and a textured pavement intersection at Fuller Street/Atherton Road. Evaluation of Winchester Street Traffic Calming Project performed by Beta Group, Inc. and DPW staff in April 2004.	Completed Spring 2001
Walnut Street Walnut/Warren Walnut/Chestnut/Kennard	Walnut Street Traffic Calming Project: Designed to enhance safety along Walnut Street in the vicinity of the old and new Lincoln Schools, this project resulted in the construction on Walnut Street between Cypress Street and High Street of multiple speed humps, a raised crosswalk, curb extensions, and a staggered curbside parking pattern. The intersection of Walnut Street and Warren Street was also redesigned and new traffic controls and pedestrian crossings installed. Evaluation of traffic calming measures between Cypress and High Streets performed by Beta Group, Inc. and DPW staff in November 2004 results in the removal of 40 signs along this section of Walnut Street. Evaluation of traffic calming alternatives at the intersection of Walnut Street / Kennard Road/Chestnut Street performed by Beta Group, Inc.; Traffic Solutions, LLC; and DPW staff over 2+ year period. A pedestrian actuated traffic signal plan was presented by Beta Group and accepted by the Department of Public Works - Transportation Division for construction.	Completed Fall 2001 Completed Fall 2008
Town-wide	Town of Brookline Traffic Calming Policies and Procedures developed and adopted by Transportation Board and Board of Selectmen	Adopted 2001 Revised 2012



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Westbourne Terrace Bartlett Street Washington Street	<p><u>Driscoll School Traffic Calming Project:</u> Designed to improve safety on streets adjacent to the Driscoll School, this project resulted in the construction of four chokers and the marking of a pedestrian crossing and bicycle lane on Westbourne Terrace. The intersection of Westbourne Terrace with Bartlett Street was also reconstructed and inlaid brick crosswalk placed on Bartlett Street. As part of this project, curb extensions and crosswalks were also installed on Washington Street at its intersections with Salisbury Road and Bartlett Street. Evaluation of the traffic calming measures on Westbourne Terrace performed by Beta Group, Inc. and DPW staff (volumes and speed counts) in 2005-2006.</p> <p>Driscoll School Traffic Calming Project Steering Committee met in May 2006 with Board of Selectmen asking that traffic calming commitments be completed on Washington Street and that vertical devices be installed on Westbourne Terrace. In response, DPW prepares engineering plan for curb extension on Washington Street at Downing Road and the Transportation Board approves (a) installation of STOP signs on Westbourne Terrace at intersection with Bartlett Street, (b) installation of new crosswalk w/ramps on Westbourne at location of choker in front of the school; and (c) multiple sign improvements.</p>	Completed Fall 2001
Reservoir Road	<p><u>Heath School Traffic Calming Project:</u> An evaluation of conditions on Reservoir Road was performed by Howard/Stein-Hudson (HSH) in Spring 2002 in response to concerns over motorist speeds at the school. Additional vehicle speed and volume data were subsequently collected by DPW staff. Illegal school drop-off and pick-up activities on Reservoir Road found to contribute to safety concerns, and have since been addressed by changes made on Elliot Street in front of the school. Issues brought up initially may need to be revisited in future.</p>	No Action Taken
Beverly Road Russett Road	<p><u>Baker School Traffic Calming Project:</u> Concerns over one-way street pattern instituted during winter snow periods lead to review of traffic speeds and pedestrian safety in the vicinity of the school. As a result, speed limit signs and a speed advisory board were installed at the location of the existing school speed zone sign on Beverly Road, and the time period for the school flashers extended. Modifications were also made to parking in front of the school. Upgrades to traffic controls and pedestrian crossings at the intersection of Beverly Road with Independence Drive/Russett Road were also initiated under a separate study (see below).</p> <p>A 4-way STOP-controlled intersection was also created at Russett Road/Grassmere Road/Thornton Road so that motorists traveling on Russett Road would have to slow and stop for students/pedestrians when driving between Independence Road and VFW Parkway.</p>	Completed Winter 2003/ Spring 2004



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Devon Road Middlesex Road Norfolk Road Circuit Road	<p><u>Brimmer & May School Traffic Calming Project:</u> This project involved the designation of Devon Road as a one-way street from Norfolk Road toward Middlesex Road, and the creation of a No Parking zone on the south side of the street. These actions were necessary to eliminate (a) the vehicular safety hazard that existed at the 90° turn on Devon Road; (b) the obstructions that parked cars presented to the safe and efficient movement of emergency vehicles (especially fire); and (c) the vehicular-pedestrian conflicts that resulted from motorists (especially Brimmer and May parents) using resident driveways to reverse direction on the street.</p> <p>To address vehicular safety issues, no parking/tow zone restrictions were also imposed on Circuit Road, Norfolk Road and Middlesex Road, and STOP signs installed at several area intersections.</p>	Completed Spring 2004
Emerson Street Waverly Street Davis Avenue Thayer Street	<p><u>Emerson Gardens Neighborhood Traffic Calming Project:</u> Residents living on streets adjacent to Emerson Park expressed concern over motorists speeding by the park and the use of Emerson Street and Thayer Street as a commuter route to avoid the signalized intersection of Cypress Street/Washington Street. A Preliminary Evaluation and Needs Assessment was completed in 2001-2002. In March 2006, the Transportation Board adopted a traffic safety improvement plan that included (a) the extension of curb lines and installation of ADA-compliant ramps and crosswalks at the intersection of Emerson Street/Waverly Street/Thayer Street; (b) the installation of pedestrian in crosswalk signage at all marked crosswalks in the neighborhood; and (c) the installation of speed advisory signs on Davis Avenue.</p>	Completed Fall 2006
Kenwood Street Russell Street Coolidge Street	<p><u>Coolidge Park Neighborhood Traffic Calming Project:</u> Residents living in the vicinity of Coolidge Park requested that traffic calming measures be implemented on streets leading to and adjacent to the park - i.e., Kenwood Street, Columbia Street, and Russell Street. A preliminary evaluation of conditions in the area was completed in 2004, and a neighborhood traffic and pedestrian safety plan adopted by the Transportation Board in September 2005. The adopted plan called for (a) the installation of two temporary speed humps on Kenwood street; (b) the installation of new ramps and crosswalks at the intersections of Columbia Street with Kenwood Street and Russell Street; and (c) the installation (relocation) of new pedestrian warning signage on the streets.</p> <p>Permanent speed humps on Kenwood Street replacing the seasonal humps.</p>	Completed Fall 2006 Completed Summer 2009



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Rawson Road Gardner Road Blake Road	<u>Neighborhood Traffic Calming Project:</u> Residents living in the vicinity of the complex intersection of Rawson/Gardner/Blake Roads requested installation of a mini-traffic circle to address safety concerns at the location. Following DPW evaluation of conditions, and with approval of neighborhood residents, the Transportation Board approves installation of a STOP sign on the Blake Road approach to the intersection.	Completed Spring 2006
Grove Street Allandale Road South Street Independence Drive	<p><u>South Brookline Traffic Calming & Pedestrian Safety Project:</u> Following consultant studies that began in June 2004 and several neighborhood meetings, final design plans are developed by DPW and adopted by the Transportation Board for intersection traffic signal and geometric improvements at the following three intersections:</p> <p>(1) Independence Drive/Beverly Road/Russett Road: upgrade of the existing traffic signal and modifications to intersection geometry to provide for safer pedestrian crossings to/from Baker School and vehicle turn movements; (2) Grove Street/South Street: major reconstruction of the intersection that will provide for safer pedestrian crossings and vehicular movements; (3) Grove Street/Allandale Road: installation of a new traffic signal with all associated geometric improvements (turn lanes, pedestrian crosswalk) to the intersection; coordination with traffic signal at Newton/Grove.</p> <p>To ensure safety of students walking to Baker School from Clearwater Road area, Transportation Board also approves installation of new crosswalk with appropriate advance warning signage on South Street at intersection with Intervale Road and Grassmere Road.</p>	Completed Summer 2007
Woodland Road Hammond Street	<u>Woodland Road at Hammond Street Intersection:</u> Residents living in the vicinity of the Beaver Country Day school requested a review of traffic flow and pedestrian safety conditions on Woodland Road and Hammond Street. A preliminary evaluation and needs assessment was completed in 2005. Among the DPW recommendations being considered are the following: (a) provide advance warning and improved pedestrian in crosswalk signage at all existing crossings; (b) install school zone and advisory signs on Hammond Street approaches to school; (c) install a modern roundabout at the intersection of Hammond Street and Woodland Road; (d) eliminate unsafe turning movements at school driveway by installing a raised median divider on Woodland Road on the Woodland Road eastbound approach to the school; (e) safety improvement measures on Woodland Road. DPW secured funding for the study in the FY 2015 budget and has hired a consultant to review the intersection while staff focuses on Woodland Road.	<p>Design Development Process</p> <ul style="list-style-type: none"> First Neighborhood meeting held in November 2015

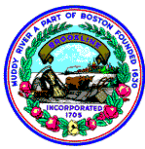


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Beacon Street	<u>Beacon Street Reconstruction and Enhancement Project:</u> Reconstruction of Beacon Street from Ayr Road (Cleveland Circle) to St. Mary's Street (Audubon Circle) will result in a new, coordinated traffic signal system; roadway and sidewalks reconstruction with accessibility provisions for the disabled; bicycle accommodations; and reconfigured intersections that will reduce the conflicts, and thereby improve safety, for pedestrian, vehicular and MBTA trolley traffic.	Completed Spring 2010
Town-wide	<u>DPW Crosswalk Policy and Design Guidelines:</u> In 2005, a team of WPI students compiles an inventory of crosswalk conditions in Brookline and present their findings to DPW. Based on findings, DPW developed a crosswalk policy and design guidelines, and public hearings were held by the Transportation Board in June 2005, May 2006 and July 2006. The guidelines describe the warrants and criteria for the installation of marked crosswalks and the design specifications for crosswalk markings and signage at different locations (e.g., intersections/mid-block locations, school/non-school zones). Transportation Board approval anticipated in Fall 2006.	Adopted September 2006
South Brookline	<u>Traffic & Pedestrian Safety Evaluations:</u> An inventory of conditions and safety evaluation was performed in 2005 by a consultant team at the following locations: (a) the intersection of Newton Street at West Roxbury Parkway; (b) Putterham Circle; and (c) Horace James Circle. A series of short-term and long-term improvement alternatives were identified at each location. DPW is seeking the commitment of area developers whose proposed projects would impact the locations to fund and implement many of the short-term improvements. Action on long-term recommendations will be contingent on cooperation of Mass. Department of Conservation and Recreation (DCR) and significant state funding.	Horace James Circle Completed in 2015
Clark Road	<u>Traffic & Pedestrian Safety Evaluations:</u> Residents have filed request with the DPW - Transportation Division to install speed bumps on Clark Road at near (1) intersection with Cottswald Road; and (2) near bend in road in front of 169 Clark Road. Speed and volume counters were placed on roadway in May 2007 and staff recommended, which was subsequently adopted by the Transportation Board, to install a Crosswalk with ADA compliant wheelchair ramps, signage, and in street pedestrian crossing stanchion across Clark Road at it's intersection with Cottswald Road.	Completed Summer 2008



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Columbia Street	<u>Traffic & Pedestrian Safety Evaluations:</u> Due to residents request concerning pedestrian safety crossing Columbia Street into Coolidge Park, the Transportation Division investigated the possibility of installing a new crosswalk across Columbia Street into the entrance to the playground area. Traffic investigation included the study of vehicle stopping distance, pedestrian site lines, and geometric layout of the roadway and sidewalk grades. The Transportation Division created a plan for a safe crossing which included ADA ramps, ADA detectable warning strips, and in-street pedestrian crossing stanchions.	Completed Summer 2009
Stedman Street	<u>Pedestrian School Zone Safety Evaluations:</u> Due to residents request concerning pedestrian safety crossing along Stedman Street in the vicinity of the Devotion School, the Transportation Division investigated the possibility of improving school zone safety in accordance with the federal Safe Routes to School guidance program. Traffic investigation included the collection of vehicular speed and volumes, accident data, vehicular sightlines, pedestrian movement patterns, and existing school zone signage. The Transportation Division created a plan which improved the existing intersection of Beals/Stedman/Gibbs with new ADA compliant ramps, ADA detectable warning strips, signage, and crosswalks. The plan also included three new safe crossings on Stedman Street with chokers, ADA ramps, ADA detectable warning strips, pedestrian signage, school zone advisory signage, and a school zone speed flashing signal.	Completed Summer 2010
Brookline Avenue School Zone Speed Flashing Signals	<u>Traffic & Pedestrian Safety Evaluations:</u> Due to a request by the Brookline School Department and Brookline Police Department for improved school zone signage for the Lynch Center on Brookline Avenue, the Transportation Division developed plans for the installation of 2 School Zone Speed Flashing Signals on Brookline Avenue in the vicinity of the Lynch Center.	Completed Summer 2008
Welland Road	<u>Traffic Safety Evaluations:</u> Due to a request by the residents of Welland Road and a positive vote by the May 2009 Town Meeting requesting the installation of speed humps (originally planned, but abandoned in 2001) to slow vehicular traffic to 20 mph, the Transportation Division investigated the possibility of installing safety improvements on the roadway to slow the speed of vehicular traffic on the portion of Welland Road between Stanton and Tappan Street. Traffic investigation included the collection of vehicular speed and volumes, accident data, and geometric layout of the roadway. Per the request of the Transportation Board vote of December 22, 2009, the Transportation Division created a plan which included 2 new STOP signs and 2 Massachusetts Department of Transportation - Highway Division approved speed humps to slow the vehicular traffic to a 20 - 25 mph rate along the corridor.	Completed Summer 2010



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Carlton Street	<u>Traffic & Pedestrian Safety Evaluations:</u> Due to 2 separate resident requests concerning pedestrian and vehicular safety on Carlton Street and the Cottage Farm neighborhood, the Transportation Division investigated the possibility of eliminating cut-through traffic flowing through the neighborhood traveling toward the Longwood Medical Area and improving pedestrian facilities on Carlton Street at 3 different crossing points. The Division also investigated the Bicycle Advisory Committee's request to install a Contra-flow Bicycle Lanes, Dedicated Bicycle Lanes, and Shared Lane pavement markings to improve bicycle access and transportation along the corridor to link the Longwood Medical Area and Muddy River Paths on the south to the Esplanade Paths, Commonwealth Avenue Lanes, and the City of Cambridge to the north. Traffic investigation including recording speed and volume data, studying traffic and pedestrian movement patterns, noting the geometric layout of the streets, bicycle counts, and bicycle commuting routes. A final plan was adopted which included bicycle and pedestrian accommodations from Longwood to Commonwealth Avenue including Brookline standard Shared Lane Markings, dedicated bike lanes, improved signage, and Contra-flow Lanes; 3 new crosswalks with ADA ramps, detectable warning strips, in-street pedestrian crossing signage; other pavement markings and advisory signage aimed at improving vehicular safety.	Completed Summer 2013
Pond Avenue, High Street Corridor	<u>Traffic & Pedestrian Safety Evaluations:</u> Due to a request by the High Street Hill Neighborhood Association and other residents for improved pedestrian safety on Pond Avenue at crossing points into the park as well as improved pedestrian and vehicular safety on High Street, the Transportation Division performed an initial investigation of the installation of a 4-way STOP controlled intersection on High Street at Allerton Road following 5 vehicular accidents within 5 months. The intersection met MUTCD warrants and a plan was approved in January 2009 by the Transportation Board. Other measures taken included improved signage including the installation of an in-street pedestrian crossing stanchion at the existing crosswalk on High Street at Highland Road. Due to residents request concerning pedestrian safety crossing Pond Avenue linking the neighborhood with the Oldmstead Park; vehicular speeds on both High Street and Pond Avenue; and pedestrian safety crossing High Street at Highland, Irving, and Allerton the Transportation Division investigated the possibility of improving safety in accordance with the federal MUTCD and state MassDOT guidance. Traffic investigation included the collection of vehicular speed and volumes, accident data, vehicular sightlines, pedestrian movement patterns, and existing signage. The Transportation Division created a final plan which included 5 raised crosswalks along Pond Avenue with ADA compliant ramps to increase pedestrian safety and lower vehicular speeds; a new crosswalk with ADA compliant ramps on High Street at Allerton Street; a new crosswalk with ADA compliant ramps and an In-street Pedestrian Sign on High Street at Irving, new Advisory 20 mph speed limit signage on High Street, a radar speed display board on High Street, and a re-alignment of the intersection of High Street @ Highland Ave.	Completed Winter 2009 Completed 2011



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Runkle School	Traffic & Pedestrian Safety Evaluations: As a requirement of the Zoning Board of Appeals decision regarding the construction of the new Runkle School, the Transportation Division investigated the possibility of improving school zone safety in accordance with the federal Safe Routes to School guidance program. Traffic investigation included the collection of vehicular speed and volumes, accident data, vehicular sightlines, pedestrian movement patterns, and existing school zone signage. The Transportation Division created a plan which improved the existing intersections of Dean Road @ Druce, Dean Road @ Clinton, Druce @ Buckminster, and Clinton @ Chesham with new ADA compliant ramps, ADA detectable warning strips, signage, curb extensions and crosswalks. The plan also included the creation of a safe drop off and pick up zone on Druce, Chesham, and Clinton Streets.	Completed Fall 2012
Town-wide	Review and update of the Town of Brookline Traffic Calming Policies and Procedures by the Transportation Board.	Completed Summer 2012
Town-wide	Board of Selectmen requested review of crosswalk treatments in high impact areas including school zones and commercial districts to improve visibility and longevity.	Expected Spring 2018
Fisher Avenue Holland Road Clinton Road	Newbury College Traffic Calming Project: In response to safety concerns express by area residents and college officials, the Transportation Board approved the creation of a school speed zone on Fisher Avenue and the installation of school crossing assembly signs at a crosswalk between the parking lot and courtyard in front of the school. Parking restrictions are also imposed on Holland Road to address a motorist safety and emergency vehicle access problem. Fisher Avenue Corridor: In response to safety concerns express by area residents and college officials, the Transportation Division conducted a traffic calming review including the collection of vehicular speed and volumes, accident data, vehicular sightlines, pedestrian movement patterns, etc. Based on feedback during 2 neighborhood meetings staff has developed a preferred safety improvement plan that includes curb extensions, new crosswalks, ADA ramps, signage, and chokers to improve pedestrian safety and slow vehicle speeds at specific intersections.	Completed Winter 2006 Completed Fall 2016



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Mason Terrace Lancaster Terrace	<u>Traffic & Pedestrian Safety Evaluations:</u> Residents submitted a request with the DPW - Transportation Division to install an all way STOP control at the intersection of Mason and Lancaster Terrace and to provide safe pedestrian crossing across both streets to connect Summit Path. After meeting with the neighborhood staff developed a plan that included a new sidewalk, new crosswalks, intersection realignment, and new ADA compliant ramps. The plan was approved by the Transportation Board in February 2011.	Completed Spring 2012
South Street	<u>Traffic & Pedestrian Safety Evaluations:</u> In response to neighborhood requests for traffic calming measures to be installed as part of the roadway reconstruction project, staff conducted a safety improvement needs assessment for South Street that included traffic volumes and speeds, accident history, and pedestrian movements. Following several neighborhood meetings a staff preferred plan to slow vehicular traffic and increase pedestrian safety. The plan included new sidewalks, crosswalks with ADA compliant ramps, curb extensions, in-street pedestrian crossing stanchions, intersection realignments, and a neighborhood traffic circle at the intersection of South, Intervale, and Grassmere Roads. The Transportation Board approved the plan in March 2010.	Completed Fall 2010
Heath Street	<u>Traffic & Pedestrian Safety Evaluations:</u> The Chestnut Hill Village Associates neighborhood association submitted a safety improvement request to address the traffic speed and volume of vehicular traffic and pedestrian safety on Heath Street between the townline and Hammond Pond Parkway. Because of the impending construction of the Chestnut Hill Square development, which will alter the traffic patterns of the neighborhood, in September 2011 the Transportation Board approved an interim plan to address the blocking of the intersection of Heath Street @ Arlington and Belmont Roads by installing a DO NOT BLOCK THE BOX pavement marking and signage. To address speeds and volume of eastbound commuter traffic during peak am periods they also approved the use of the seasonal speed humps in two locations. To help offset the cost of this project the developer of Chestnut Hill Square included \$50,000 in his mitigation package.	Completed Fall 2016



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<div> <div></div> <div>Heath Street</div> <div>Hammond Street</div> </div>	<p><u>Traffic & Pedestrian Safety Evaluations:</u> As part of the mitigation package for the Chestnut Hill Square development in Newton, MA the developer offered to pay for intersection improvements at Woodland Road and Heath Street near the development site. This agreement was in response to concerns expressed by area residents that vehicular speeds created unsafe conditions for both motorists and pedestrians in the area. Transportation Division staff refined a concept design provided by the developer's consultant, VAI, that would slow turning traffic and improve pedestrian safety through intersection re-alignment, pavement markings, and two new crosswalks with ADA compliant wheel chair ramps. The plan was adopted by the Transportation Board in December 2013 and is expected to cost \$127,000.</p>	<p>Completed Fall 2014</p>
<div> <div></div> <div>Lawton Street</div> </div>	<p><u>Traffic & Pedestrian Safety Evaluations:</u> Residents of Lawton Street have requested the installation of STOP control signs at the intersection of Lawton Street, Thorndike Street, Abbotsford Road, and Hamilton Road. Although the STOP control was warranted the Transportation Board expressed a desire to reconstruct the large intersection to improve vehicular, bicycle, and pedestrian safety through geometric changes and not signage. A stakeholders charrette led by 2 members of the Transportation Board is planned for the Summer of 2015.</p>	<p>Design Development Process</p> <ul style="list-style-type: none"> Community Design Engagement Process held Spring 2016 for intersection and park connection
<div> <div></div> <div>Harvard Avenue</div> </div>	<p><u>Traffic & Pedestrian Safety Evaluations:</u> Residents of Harvard Avenue reported unsafe conditions for pedestrians, especially school age pedestrians, on Harvard Avenue as they cross the street to enter Pierce Playground due to excessive speeding vehicles. They also report unsafe pedestrian conditions on portions of the sidewalks which narrow due to mature trees which they want addressed without the need for tree removal.</p>	<p>Initial Data Collection</p>



Safety Improvement Projects in Brookline

Pending Requests in order of priority based on conditions in Traffic Calming Policy

Status 5/22/17

*** Intersection of Naples Road and Gibbs Street:**

Improve vehicle sightlines and create safe pedestrian crossings through geometric changes to the intersection which is near the Devotion School and within their Safe Routes to School program. **Redesign incorporated into the Babcock Street Roadway Reconstruction Plan focusing on pedestrian and cyclist accommodations.**

*** Clinton Road**

Request by residents to address safety concerns created by high traffic volumes and speed. Large portion of road included in Safe Routes to School program for the Runkle School.

*** Buckminster Road**

Request by residents to address safety concerns created by high traffic volumes and speed from Sumner Road to the Runkle School. Large portion of road included in Safe Routes to School program for the Runkle School.

A second request is for an intersection realignment to improve safety @ Sumner Road intersection.

*** Warren Street**

Request by residents to address safety concerns created by high traffic volumes and speed from Lee Street to Walnut Street. **Safe Pedestrian Crossing with Rapid Response Flashing Beacon installed to facilitate safe crossing @ Dudley for pedestrians traveling to the Lincoln School or the Olmstead National Historic Park.**

*** Beverly Road**

New request by residents since the last review to address safety concerns created by high traffic volumes and speed on Beverly Road. Large portion of road included in Safe Routes to School program for the Baker School.



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Pending Requests in order of priority based on conditions in Traffic Calming Policy

Status 5/22/17

*** Orchard Road**

Request by residents to address safety concerns created by high traffic volumes and speed related to the Boston Public Schools.

*** Thorndike Street**

Request by residents to address safety concerns created by high traffic volumes and speed from Commonwealth Avenue to Harvard Street.

*** Beals Street**

Request by residents to address safety concerns created by high traffic volumes and speed on Beals Street.

*** Buttonwood Village Neighborhood**

Request by residents to address safety concerns created by high cut-through traffic volumes and speed.

*** Upland Road**

Request by residents to address safety concerns created by high cut-through traffic volumes and speed.